THE CITY OF SAN DIEGO
MAYOR JERRY SANDERS

M E M O R A N D U M

DATE: April 14, 2008

TO: Distribution

FROM: Afshin Oskoui, City Engineer

SUBJECT: Notice of Change in Size of Detectable Tactile Warning (Truncated Domes) on Curb Ramps

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Purpose: This Notice clarifies requirements for detectable tactile warning on curb ramps installed within the City's public jurisdiction and requires implementation of the 2007 California Building Code (CBC) requirements for detectable tactile warning as interpreted by California Department of General Services Division of the State Architect's (DSA) and stipulated in the Interpretation of Regulations Document IR 11-B4.

General: CBC Section 1127B.5.7 requires curb ramps to have a detectable warning that extends the full width and depth of the curb ramp inside the grooved border, excluding the flared sides. This mirrors the current ADA Accessibility Guidelines (ADAAG) Section 4.7.7 requirement.

The California Department of General Services Division of the State Architect (DSA) has interpreted this requirement to allow for the installation of detectable warning that extends 36 inches deep in the direction of travel on curb ramps. (Reference: DSA IR 11-B4.) The City has adopted the panel size stipulated to by the DSA.

Requirements:

1. **Size:** The detectable warning surface shall extend 36 inches minimum in the direction of travel for the full width of the curb (See attached). This dimension shall replace the 24 inches deep and 48 inches wide dimension indicated in standard drawing number SDG-130 of the City of San Diego Standard Drawings, Document No. AEC1231063, dated December 31, 2006.

2. **Detectable Tactile Warning Panel:** The color; type of material; dome size, pattern, and spacing; and surface finish shall remain the same as shown in standard drawing number SDG-130 and Greenbook 2006, City Supplement.

3. **Material:** Stainless steel is the required material for the detectable tactile warning. The type of material selected shall be indicated on the curb ramp drawings.

   Exception: Cast-in-place detectable tactile warning of composite material may be used on residential areas only. Where residential areas are within the boundary of a mix-use or other non-residential zones, stainless steel is required at curb ramps.

4. Retrofits of curb ramps by simply applying any surface applied detectable tactile warning panels are not allowed.

5. As specified in the Greenbook 2006, City Supplement, proposed materials to be used are subject to the City's Resident Engineer/Inspector for approval prior to installation. Deviations from this Notice, standards, and policies will not be allowed. Curb ramp(s) and/or detectable tactile warning panels not built or installed per standards and policies shall be removed and replaced at Contractor's expense.

6. Other City's curb ramp standards shall remain the same as specified in the City of San Diego Standard Drawings, Document No. AEC1231063, dated December 31, 2006 and Greenbook 2006, City Supplement.

Implementation:

1. Private Projects Submitted to Development Services:

   a. Projects submitted and deemed accepted per terms and conditions of the City issued permit before January 1, 2008 may use the 24 inch deep detectable tactile warning.

   b. Projects submitted and deemed accepted per terms and conditions of the City issued permit on or after January 1, 2008 must comply with the 36 inch depth and full width dimension for the detectable tactile warning.

2. City Projects:

   a. Projects prior to bid opening must comply with the 36 inch deep and full width dimension for the detectable tactile warning.

   b. Projects after bid opening may comply with the 36 inch deep and full width dimension for the detectable tactile warning, if at all possible, under the contract Extra Work provisions.

The 2006 City of San Diego Standard Drawings is available online at:
http://www.sandiego.gov/engineering-cip/pdf/stddraw06/StdDraw06.pdf.

The City of San Diego Supplement is available online at: http://www.sandiego.gov/engineering-cip/pdf/citysup06.pdf.

Should you have any questions or need additional information on this Notice, please contact:

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Afshin Oskoui
City Engineer

FC:fc

Attachments: 1. Revised SDG-130
2. DSA IR 11-B4

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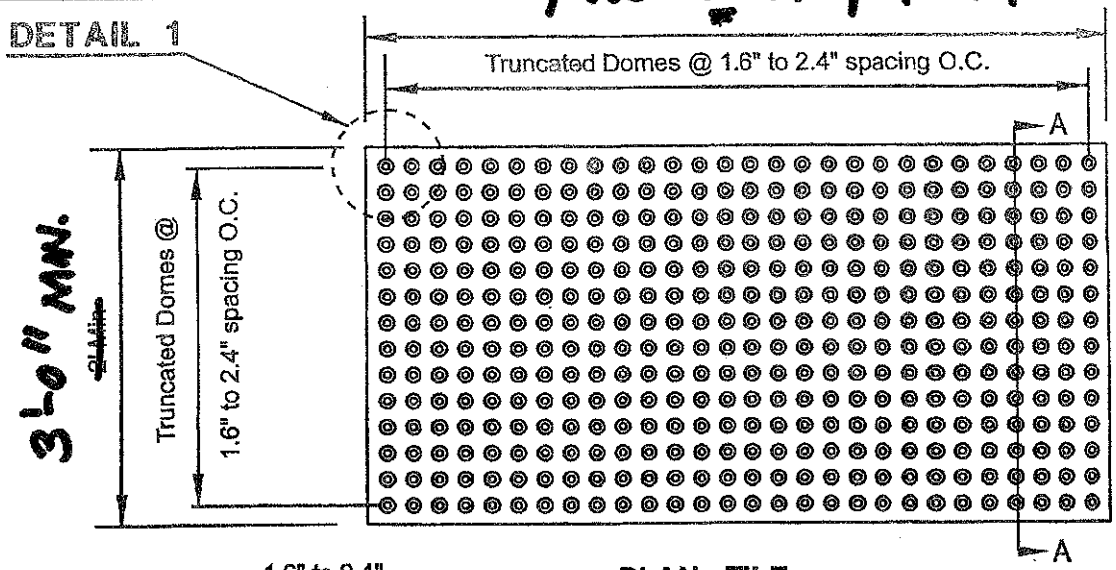
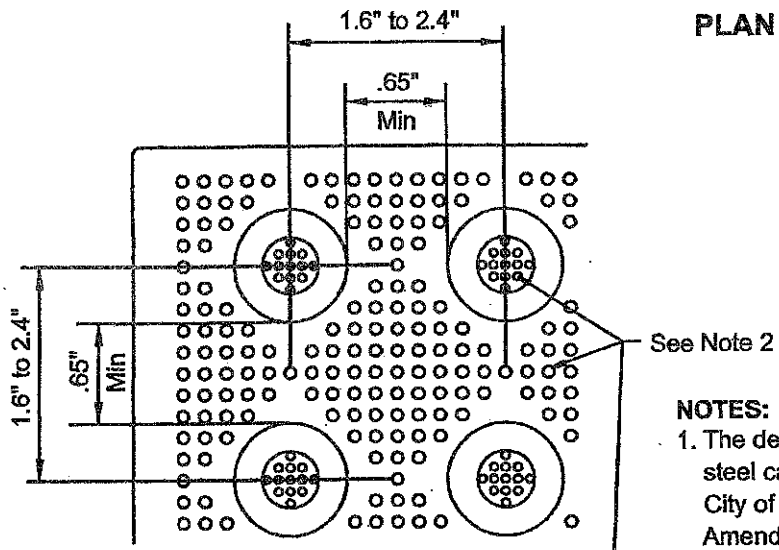
FULL WIDTH OF RAMP



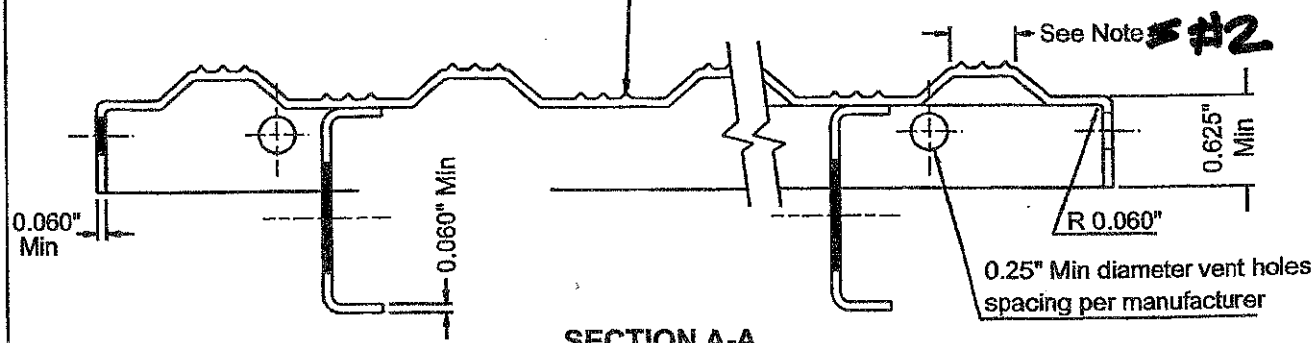
PLAN - TILE



DETAIL 1

NOTES:

1. The detectable/tactile warning tiles shall be stainless steel cast in place and shall comply with the City of San Diego Supplement Amendments Sections 216 and 303.
2. Pattern, size & orientation are per manufacturer's recommendation.



SECTION A-A

Revision	By	Approved	Date
Original	FC	A. Oskoui	12/03
Update	FC	A. Oskoui	12/06

CITY OF SAN DIEGO - STANDARD DRAWING

DETECTABLE/TACTILE WARNING TILE (TRUNCATED DOMES)

CITY OF SAN DIEGO STANDARDS COMMITTEE

12/19/6

COORDINATOR R.C.E. 60271 - Date

DRAWING NUMBER SDG-130

DETECTABLE WARNINGS

IR 11B-4

References:
2001 California Building Code: Sections 1117A.4.5, 1127B.5 Item 8, 1133B.8.3, and 1133B.8.5
2007 California Building Code: Sections 1112A.9, 1121B.3.1 Item 8(a), 1127B.5 Item 7, and 1133B.8.5
California Government Code: Section 4451(d) & (f)
Americans with Disabilities Act Standards for Accessible Design, Section 4.7.2

Revised 11-01-07
Issued 01-26-05
See IR 11B-3

Discipline: Access Compliance

This Interpretation of Regulations (IR) is intended for use by the Division of the State Architect (DSA) staff, and as a resource for design professionals, to promote more uniform statewide criteria for plan review and construction inspection of projects within the jurisdiction of DSA. This IR indicates an acceptable method for achieving compliance with applicable codes and regulations, although other methods proposed by design professionals may be considered by DSA.

This IR is reviewed on a regular basis and is subject to revision at any time. Please check the DSA web site for currently effective IR's. Only IR's listed in the document at http://www.dsa.dgs.ca.gov/Pubs/default.htm (click on "DSA Interpretations of Regulations Manual") at the time of plan submittal to DSA are considered applicable.

Purpose: This interpretation clarifies acceptable alternative design and installation requirements for detectable warnings under Division of the State Architect (DSA) jurisdiction, which includes state funded buildings and facilities, State of California public elementary and secondary schools (grades K-12), community colleges, and universities.

General: The California Building Code indicates technical criteria for detectable warning surfaces (truncated domes). The technical criteria include dome pattern, dome spacing and dimensional placement.

The U.S. Access Board develops the minimum design standards for complying with the ADA, and has also developed and considered detailed research studies regarding pedestrians and the use of detectable warning surfaces. Under the Access Board, the Public Rights-of-Way Access Advisory Committee was established in 1999 to develop additional ADAAG provisions. The advisory committee reached agreement on recommended accessibility standards for new and altered public rights-of-way covered by the ADA. The standards proposed by the committee were presented in a report titled *Building a True Community*. The draft guidelines issued by the Access Board, consistent with the advisory committee's recommendations, include revised technical criteria for detectable warnings.

The U.S. Department of Transportation (USDOT) is a designated agency responsible for enforcing the standards and implementing regulations of the ADA Title II (State and Local Government Services). The Federal Highway Administration (FHWA), under the USDOT, is the enforcement authority for overseeing pedestrian discrimination issues under the Title II implementing regulations. Both FHWA and the Access Board are encouraging the use of the new technical criteria for detectable warnings over the original ADA design standard.

Acceptable Alternative Designs: The Division of the State Architect (DSA) recognizes the federal research effort and that the new technical criteria provide substantially equivalent or greater access and usability as modified and specifically indicated below.

Regarding the dome pattern and dome spacing for detectable warnings, the DSA will accept, as an acceptable alternative design, detectable warning surfaces that comply with all of the following:

1. Pattern: Detectable warnings consisting of a surface with truncated domes that are aligned in a square grid (in-line) pattern.

2. Dome Spacing: Truncated domes aligned in a square grid (in-line) pattern shall have a center-to-center spacing of 1.67 inches (42.4 mm) to 2.35 inches (59.7 mm).

   In addition to the above criteria regarding detectable warning design, the DSA will accept, as an acceptable alternative design, dimensional placement of detectable warning surfaces at curb ramps that comply with the following criteria:

3. Dimensional Placement at Curb Ramps: The detectable warning surface shall extend 36 inches (914.4 mm) minimum in the direction of travel for the full width of the curb ← ramp. For curb ramps, also see IR 11B-2 and 11B-3.